GUIDANCE MATERIAL

FOR

ATS DATA LINK SERVICES

IN

NAT AIRSPACE

VERSION 10.0
May 20, 2004

Change Record

This chart provides records of changes to Version 4.0 and forward.

	Paragraph(s)	Explanation
Changes to Version 4.0 to create Version 5.0 approved at FIG/5	Title	Changed to "Version 5.0 October 19, 2001" NAT FIG/5 Summary of discussions 4.23 refers
	Preface	Editor changed NAT FIG/5 Summary of discussions 4.23 refers
	Contacts 1.6.1	ARINC contact changed NAT FIG/5 Summary of discussions 4.23 refers
	Flight Planning Procedures 4.1.1	Method of indicating datalink and ADS capabilities changed NAT FIG/5 Summary of discussions 4.24 refers
	Flight Crew Procedures 4.3.1 d)	Initial contact guidance re-worded and clarified NAT FIG/5 Summary of discussions 4.23 refers
Changes to Version 5.0 to create Version 5.1 approved by FIG members	Operational Concepts 1.2.1 b)	Addition of Reykjavik and Santa Maria in list of OCA/FIRs in the Operational Phase
	Area of Applicability 1.4.1	Addition of Reykjavik and Santa Maria CTAs to NAT ADS airspace
	Flight Crew Procedures 4.3.1 b); 4.3.1 d)	Addition of Reykjavik and Santa Maria logon addresses; Correction required to initial contact guidance
Changes to Version 5.1 to create version 6.0 approved at FIG/6	Title	Changed to "GUIDANCE MATERIAL FOR ATSDATA LINK SERVICES IN NAT AIRSPACE" and "Version 6.0 April 2, 2002"
	Throughout	Editorial changes as per section 2.1 WP/23 to NAT FIG/6
	1.4.1	Vertical limits of Reykjavik and Gander FIRs included.
	1.5.3	Addition of statement reference Operator responsibilities.
	1.5.4 d)	Addition of requirement for operational approval as per FAA AC 120-70 and associated Information Package or equivalent.
	1.5.5; 1.5.6	Clarification of FCMA requirements.
	1.5.8	Statement added that configuration of FANS 1/A systems must be applicable to NAT region.
	1.6 Contacts	Updated
	2.2.3	Added to include the need to configure ground systems so as not to reject AFN Logons unnecessarily.
	3.1.1	Statement added to reinforce need for inter-unit coordination.
	3.2.4	Operator responsibilities reference documentation clarified.
	3.3.2	Added reference CADS failure.
	Flight Crew Procedures	Re-organized and split into three sections, General (4.3); AFN Logon (4.4) and Aeradio Communications (4.5) for clarity. Examples corrected.
	4.5.7	Direction in event of FANS 1/A problems clarified.
	4.6 Aeradio Procedures	Re-organized for clarity.

	Paragraph(s)	Explanation
Changes to Version 6.0 to create version 9.0 approved at FIG/9	Title	Changed to "Version 9.0 December 1, 2003".
	1.5.3	For clarity, information already included in 1.5.7 removed.
	1.5.5, 1.5.6 & 1.5.7	Cross-references corrected.
	4.5.2	SELCAL example corrected.
	4.5.2 and 4.5.3	Amended to advise pilots not to include a position report with the initial contact.
	4.5.5	Amended to clarify that position reports via voice should not be sent when pilots are advised "VOICE REPORTS NOT REQUIRED IN (nominated OCA/FIR)".
	4.5.10	Added to advise pilots to not request certain information from aeradio.
Changes to Version 9.o to create Version 10.0 approved at FIG/10.	1.2.1 & 1.4.1	Amended to include the Bodø Oceanic CTA and New York Data Link service area in the NAT ADS airspace.
	1.4.2	All NAT providers offer ADS WPR service, and this service is operational in the NAT ADS Airspace.
	4.4.2	Amended to include the AFN Logon addresses for Bodø and New York.
	4.5.1 & 4.5.3	Amended to clarify initial contact procedures and make examples more complete.
	4.5 Note 1	Note 1 deleted to eliminate conflict with Strategic Lateral Offset Procedure (SLOP). Subsequent Notes renumbered.

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Preface

This guidance material pertains to Automatic Dependant Surveillance (ADS) Waypoint Position Reporting (WPR) trials in the North Atlantic Region (NAT).

The material in this Document is for guidance. Regulatory material relating to North Atlantic aircraft operations is contained in relevant ICAO Annexes, PANS-ATM (Doc. 4444), Regional Supplementary Procedures (Doc. 7030/4), the appropriate States' regulations, State AIPs and current NOTAM.

To assist with the editing of this Document and to ensure the currency and accuracy of future editions, comments/suggestions for possible amendments should be sent to the editor at the following
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Fax: (613) 563-7987 (Attn: C. Stewart)

List of Acronyms

ACARS	Aircraft Communications Addressing and Reporting System
ACC	Area Control Centre
ADS	Automatic Dependent Surveillance
AFN	Air Traffic Services Facilities Notification
AIP	Aeronautical Information Publication
AFTN	Aeronautical Fixed Telecommunication Network
ARP	Air Report Message
ATC	Air Traffic Control
ATM	Air Traffic Management
ATN	Aeronautical Telecommunication Network
ATS	Air Traffic Services
ATSU	Air Traffic Services Unit
CNS	Communications, Navigation and Surveillance
CPDLC	Controller Pilot Data link Communications
CTA	Control Area
DSP	Data link Service Provider
EMG	Emergency Message
FANS	Future Air Navigation Systems
FANS 1	Boeing implementation of FANS
FANS A	Airbus implementation of FANS
FANS 1/A	Boeing & Airbus implementations of FANS
FCMA	FANS Central Monitoring Agency
FDPS	Flight Data Processing System
FIR	Flight Information Region
FMC	Flight Management Computer
FMS	Flight Management System
GPS	Global Positioning System
HF	High Frequency
ICAO	International Civil Aviation Organization
ICD	Interface Control Document
MEL	Minimum Equipment List
MET	Meteorological
NAT	North Atlantic
NAT SPG	North Atlantic Systems Planning Group
OCA	Oceanic Control Area
OTS	Organized Track System
POS	ICAO Position Report Message
SARPS	Standards and Recommended Practices
SELCAL	Selective Calling System
VHF	Very High Frequency
WP	Waypoint Position
WPR	Waypoint Position Reporting

Chapter 1 – ADS WPR

1. FANS 1/A ADS WPR Trials

1.1 Background/Requirement

1.1.1 At NAT SPG/33, June 1997, (Summary of Discussions, paragraph 2.3.29), the decision was made to accommodate FANS 1/A equipped aircraft within the NAT Region with the stipulation that the end goal remained SARPs compliant systems using the ATN.

1.1.2 Support for the use of FANS 1/A aircraft capabilities in the NAT Region is based on:

a) an awareness of FANS 1/A deployment in aircraft fleets;
b) an understanding of the airspace users' and ATS providers' business needs and expectations;
c) the need to gain operational and technical experience with ATS data link communications and;
d) the need to help alleviate concerns of the possibility of deterioration or shortfall of HF communications performance due to the forecast increase in NAT traffic.

1.1.3 It is not a question that benefits are received from FANS 1/A, but rather a question of Operators having FANS 1/A avionics and wanting to use it in the NAT Region.

1.2 Operational Concepts

1.2.1 The following operational concepts apply with respect to the implementation of FANS 1/A in the NAT Region:

a) a mixed aircraft equipage environment will continue to exist for many years. Mandatory FANS 1/A aircraft equipage is currently not envisaged for the NAT Region;
b) initial ATS trial use of FANS 1/A data link in NAT airspace consisted of ADS WPR. Its performance and usefulness have been confirmed and is currently in the Operational Phase in the Gander, Shanwick, Reykjavik, Bodø and Santa Maria OCA/FIR's and in the New York Data Link services area. (see 1.4.1 for a complete description of NAT ADS airspace)

1.3 System Description

1.3.1 For ADS WPR Trials, there are no modifications required to existing ATS FDPSs. Instead, front-end processors are used to support the ADS functionality. The front-end processor:

a) permits the application of ADS WPR contracts;
b) alerts the FDPS that an aircraft is transmitting emergency ADS reports; and
c) allows periodic contracts to request meteorological information at defined intervals.

1.3.2 The ADS front-end processor translates ADS WPRs to POS messages as defined in the NAT Common AERADIO Communications ICD. Similarly, any ADS emergency messages are converted to EMG messages as defined by the same ICD. These messages are forwarded to the ATS facility via AFTN or other appropriate communications path. ADS periodic position reports which contain MET information are converted to an ARP message as defined in ICAO Document 4444 (Procedures for Air Navigation Services – Air Traffic Management) and forwarded directly to the appropriate MET service provider via AFTN. It is important to note that, from a system evaluation perspective, the FANS 1/A integrity checking will only apply between the aircraft avionics and the front-end processor.

1.4 Area of Applicability

1.4.1 NAT ADS Airspace consists of the following areas:

a) Gander Oceanic Control Area (CTA) [1]
b) Shanwick Oceanic CTA
c) Reykjavik Oceanic CTA [2]
d) Santa Maria Oceanic CTA
e) Bodø Oceanic CTA
f) New York Data Link service area [3]

Notes:

1. The Gander Oceanic CTA encompasses the Gander Oceanic FIR and that part of the Sondrestrom FIR south of 63°30' and above FL195.
2. The Reykjavik CTA encompasses the Reykjavik FIR and that part of the Sondrestrom FIR north of 63°30' and above FL195.
3. The New York Data Link service area consists of that portion of the New York OCA comprising MNPS airspace (except A700) and that airspace south of 27º North and east of 60º West, inclusive.

1.4.2 FANS 1/A ADS WPR is in the Operational Phase in NAT ADS Airspace.

1.5 Conduct of ADS WPR Trials

1.5.1 The first phase of ADS WPR Trials for any OCA/FIR is a Pre-Operational Trial. During this time voice communications reporting continues in parallel with the FANS 1/A ADS WPR. Provider States require the continuation of voice position reporting until the evaluations are proven successful and the appropriate regulatory requirements have been met. Once these requirements are met, the voice communications reporting requirement will be removed. At this stage, the trials will move into the Operational Phase. It should be noted that various ATS and Communications Providers might be in different stages of ADS WPR implementation. Consequently ADS WPR will be in the Operational Phase in some OCA/FIR's while other OCA/FIR's may be conducting Pre- Operational Trials. Operators participating in the ADS WPR trials will be advised by the appropriate Provider State(s) when voice position reports are no longer required in their respective area(s) of responsibility.

1.5.2 In order to participate in the Trials, Operators must be in possession of the appropriate approval(s) issued by the State of Registry or the State of the Operator.

1.5.3 It is the responsibility of the Operator to ensure that only trained crews avail themselves of Controller Pilot Data Link Communications (CPDLC) services. To facilitate this, a separate logon address (CADS) will be available as an alternative for those crews that should only use the ADS WPR portion of the FANS 1/A avionics.

1.5.4 Operators must indicate their intention to participate in the trials by contacting the FCMA and providing the following information:

a) Operator name;
b) Operator contact person;
c) aircraft type(s) and associated registration(s);
d) assurance that operational approval has been obtained in accordance with FAA AC 120-70 and the associated Operational Approval Information Package, or, if it exists, equivalent material;
e) 8-letter AFTN address (es) for receiving copies of converted ADS reports, in cases where the Operator will require them;
f) whether the option of updating the FMC time using the GPS time has been installed for the particular aircraft involved; and
g) intended start date of operation.

1.5.5 If an Operator has already registered part of its fleet with the FCMA for other purposes, they need only provide the information in 1.5.4 c), d), e) and g) to indicate their intention to participate in ADS WPR.

1.5.6 Operators are requested to advise the FCMA of any changes to 1.5.4 a) or b).

1.5.7 The FCMA will forward information obtained through 1.5.4 or 1.5.5 to participating ATS and Aeradio Communication Service providers

1.5.8 To avoid logons' being rejected and to ensure FANS 1/A downlinks are properly routed, each participating Operator must co-ordinate with their Data link Service Provider (DSP) (or providers if applicable) to initiate FANS 1/A ground system configuration, applicable to the NAT Region, for its aircraft.

1.6 Contacts

FANS Central Monitoring Agency	Tom Cole Manager, FCMA Phone (613) 248-7158 Fax (613) 248-6802 Email fcma@navcanada.ca
ICAO	Jacques Vanier Phone +33 1 4641 8524 Fax +33 1 4641 8500 Email icaoeurnat@paris.icao.int jvanier@paris.icao.int
Operations	Don Harris Manager, Enroute and Oceanic Procedures Phone (613) 563-5674 Fax (613) 563-7987 Email harrisd@navcanada.ca
Engineering	Norm Dimock Phone (613) 248-6859 Fax (613) 248-6802 Email dimockn@navcanada.ca

Operators using ARINC as their DSP, contact:

Terri Anton
Phone (410) 266-4027
Fax (410) 573-3106
Email txa@arinc.com

Operators using SITA as their DSP, contact:

Karen Stephenson
Phone 61 2 9240 1427
Fax 61 2 9247 9330
Email karen.stephenson@sita.int

2. SYSTEM OPERATION - MANAGING ADS CONTRACTS

2.1 ADS Logon/Connection

2.1.1 The front-end processor will accept the ATS Facilities Notification (AFN) Contact from the aircraft and generate an AFN Acknowledgement. The AFN Acknowledgement will indicate that ADS is supported . Because there are differences in the avionics supporting CPDLC and ADS, the Operator is expected to advise its flight crews of the flight deck indications resulting from logon for the purpose of ADS only.

2.1.2 When an aircraft reports at its last waypoint before exiting ADS Airspace (or its second last, depending on local procedures), and will be entering another Oceanic Control Area which has a separate FANS 1/A ADS WPR capability, the processor will send an AFN Contact Advisory message to the aircraft, triggering it to automatically log-on (AFN Contact) to the accepting system.

2.2 Establishing and Terminating an ADS Connection

2.2.1 In order to establish an ADS connection, the following aircraft information is required:

a) aircraft call sign, as shown in the ATC Flight Plan;
b) registration; and
c) ADS application availability and version number.

2.2.2 This information is obtained from an AFN Contact Message from the aircraft, which can be the result of an AFN log-on initiated manually by the pilot, or initiated automatically by an AFN Contact Advisory uplinked by a transferring facility.

2.2.3 Hyphens contained in an aircraft registration must not be entered into the ICAO flight plan form. The aircraft registration included in the AFN Contact message cannot be altered by the flight crew, and may contain hyphens. Ground systems should, however, be configured so as to prevent the AFN Logon being rejected due to hyphens being included in the aircraft registration sent in the AFN Contact message, but not in the flight plan.

2.2.4 When the front-end processor receives an AFN log-on message, it will use the received information to immediately initiate an ADS WP event contract request to the aircraft.

2.2.5 When the front-end processor initiates an ADS WP event contract request, it will also initiate any required ADS MET Data contract request (i.e. a contract for periodic reporting of the Meteorological Group data with a typical reporting period of 30 minutes).

2.2.6 FANS 1/A equipped aircraft can have up to four (or five, depending on the avionics), ADS connections established, each with a different ground facility. All ADS connections have equal status within the avionics.

2.2.7 When the aircraft has exited ADS Airspace, the front-end processor will terminate ADS reporting.

2.3 Emergency Messages

2.3.1 When the front-end processor receives an emergency-mode ADS report, it will convert the report to an EMG Message and transmit it immediately to the ACC for presentation to a Controller. If a periodic contract is active, the emergency reports will be transmitted at the existing periodic rate. Otherwise, the rate will default to 304 seconds for Boeing aircraft or 64 seconds for Airbus aircraft. Only the pilot can cancel the emergency mode.

2.4 Abnormal Cases

2.4.1 There is a possibility that various abnormal cases could exist in the provision of ADS WPR. During the FANS 1/A trials, the adequacy of the following procedures will be evaluated. Additionally, other abnormalities may be identified and consequent procedures developed.

a) Non-ATC waypoints
Aircraft will occasionally send reports with non-ATC waypoints as reporting points, NEXT waypoint, and NEXT+1 waypoint. The front-end processor could convert these to POS messages and forward them to the ACC. If necessary, ATC will verify a position report through voice communication.
NOTE: See Flight Crew Procedures

b) Receipt of multiple copies of an ADS report
When multiple copies of an ADS report are received, the front-end processor will log all copies but will process only the one received first, discarding all others.

c) Discarding old ADS reports
When the front-end processor receives an ADS report that is more than N (a local system parameter) minutes old, according to its position time stamp, it will log the message and discard it without providing any data to other systems and without further processing.

d) Discarding erroneous met reports
Met Reports that are known to contain erroneous data will be discarded.

3. RESPONSIBILITIES

3.1 ATS Provider Responsibilities

3.1.1 An ATS provider may suspend ADS WPR for the control area under its jurisdiction. Notification to affected ATSUs should be carried out in accordance with coordination requirements specified in applicable inter-unit agreements.

3.1.2 All ground facilities seeking an ADS contract with a specific aircraft, without having direct control or monitoring requirements for that aircraft (e.g. a ground facility requesting an ADS connection for test purposes) must co-ordinate with the appropriate controlling authority, and in turn, ARINC and the Operator, prior to the departure of the flight.

3.1.3 For scheduled and/or extended outages of the ground component of the ADS system, a NOTAM shall be issued. During such outages, position reports will be required via voice communications

3.1.4 In the event of an unexpected ground system ADS outa ge, ATS shall:

a) inform other ATS units concerned; and
b) issue a NOTAM, if required.

3.2 Operator Responsibilities

3.2.1 Advisory information distributed within the flight operations department of an Operator will ensure that all personnel concerned are aware of FANS 1/A concepts and any necessary programs for the introduction of ADS WPR.

3.2.2 Operators should assess operational requirements, establish policy and procedures, and incorporate them in appropriate company documents.

3.2.3 When aware of any ADS Systems failure, Operators should advise concerned crews to revert to voice communications at the next scheduled reporting point.

3.2.4 Company Operations Manuals and other documentation for FANS 1/A should include:

a) crew procedures;
b) pilot responsibility for establishing and maintaining voice communications (SELCAL) with the appropriate OCA/FIRs;
c) ADS functionality, including normal and emergency operations; and
d) Minimum Equipment Lists (MEL) modifications (if required) for ADS WPR trials.

3.2.5 Operators should inform the FCMA of any pilot reported problems associated with ADS WPR :

FCMA
Technical Systems Centre
280 Hunt Club Road
Ottawa, Ontario
Canada, K1V 1C1
ATTN: Tom Cole

Tel: (613) 248-7158
Fax: (613) 248-6802
E Mail: fcma@navcanada.ca

3.3 Data Link Service Provider Responsibilities

3.3.1 For those situations where service providers cannot continue to provide data link communications, they will inform ATS and Airline Operations in accordance with established coordination procedures.

3.3.2 In the event of a CADS failure, the CADS provider should inform ATS.

4. PROCEDURES

4.1 Flight Planning Procedures

4.1.1 ATS systems use Field 10 (Equipment) of the standard ICAO flight plan to identify an aircraft's data link capabilities. To facilitate the eventual migration to a standardized CNS-ATM system, and in keeping with the flight planning provisions as specified in the ICAO Doc. 4444 (PANS-ATM), Operators should insert the following items into the ICAO flight plan form for FANS 1/A equipped aircraft:

- Field 10a (Radio communication, navigation and approach equipment); insert the letter "J" to indicate data link equipment.
- Field 10b (Surveillance equipment); insert the letter "D" to indicate ADS capability.
- Field 18 (Other Information); insert the characters "DAT/" followed by one or more letters as appropriate to indicate the type of data link equipment carried, when the letter "J" is inserted in field 10. (see table below)

Letter following DAT/	Type of data link equipment
S	Satellite data link
H	HF data link
V	VHF data link
M	SSR Mode S data link

Indicating data link equipment in Field 18

4.2 Air Traffic Control Procedures

4.2.1 Whenever an ADS WPR is overdue by more than an interval, as determined by ATC, a controller shall take action to advise the aircraft concerned and request a voice position report. If either the pilot or the controller notices intermittent operation, either may revert to voice communications at any time. (Crews would be expected to log-off and resume voice reporting for the remainder of the crossing.)

4.2.2 A controller who becomes aware of corrupt or incorrect data shall initiate action to establish voice contact with the aircraft concerned in order to correct the situation.

4.2.3 If the controller is advised, or becomes aware of, a data link communications failure, aircraft concerned shall be advised as necessary to revert to voice position reporting.

4.2.4 When an ADS emergency message is received, the controller with control responsibility for the aircraft shall request confirmation of the emergency through voice communications with the aircraft.

4.2.5 When a controller not having control responsibility for the aircraft receives an ADS emergency report, he/she shall co-ordinate with the controlling authority to ensure that the emergency report has been received.

4.3 Flight Crew Procedures - General

The integrity of the ATC service remains wholly dependent on establishing and maintaining HF or VHF voice communications. During implementation of ADS WPR, specific Air Traffic and Communications Service Providers may be in various stages of development and testing. To assist in the smooth transition to full implementation of ADS WPR throughout the NAT Region, the pilot procedures below reflect the end-state for ADS WPR. They are also applicable for operation within OCA/FIR's conducting Pre Operational Trials. The application of the following pilot and associated aeradio procedures will permit a seamless expansion of ADS WPR without numerous changes to the procedures themselves.

4.4 Flight Crew Procedures – ATS Facilities Notification (AFN) Logon

4.4.1 When initializing the FMC, it is essential to ensure that the aircraft identification matches the one displayed in the filed ATC flight plan. If a flight crew becomes aware that they have provided incorrect flight identification data for the AFN logon, they shall immediately terminate ADS and re-logon with a correct identification.

4.4.2 Between 15 and 45 minutes prior to entering an ADS CTA the pilot shall initiate an AFN Logon. For flights departing from airports adjacent to, or underlying ADS Airspace, the pilot shall logon prior to departure. Regardless of the Data link Service Provider, the logon address for:

- Gander is CZQX;
- Shanwick is EGGX;
- Reykjavik is BIRD;
- Santa Maria is LPPO;
- New York is KZWY;
- participating in ADS WPR in Bodø is CADS;
- participating in ADS WPR only is CADS.

4.4.3 Once logon has been established with one participating ATS provider, subsequent logons with adjacent participating ATS providers will be automatic.

4.5 Flight Crew Procedures – Aeradio Communications

4.5.1 Prior to entering an ADS CTA, the pilot shall contact the appropriate aeradio station.

4.5.2 If the flight will exit an ADS CTA into oceanic airspace, on initial contact with the CTA the pilot shall:

- not include a position report;
- use the term "A-D-S" after the aircraft call sign;
- state the name of the next OCA/FIR to be entered; and
- request the SELCAL check.

Example (initial contact from an eastbound flight about to enter the Gander Oceanic CTA):
GANDER RADIO, KLM634 A-D-S, SHANWICK NEXT, REQUEST SELCAL CHECK CDAB.
(Expect to receive the frequencies for the next OCA/FIR)

4.5.3 If the flight will exit an ADS CTA into domestic airspace, on initial contact with the CTA, the pilot shall:

- not include a position report;
- use the term "A-D-S" after the aircraft call sign;
- state the track letter if operating on the Organized Track System (OTS);
- state the last two fixes in the cleared route of flight if operating outside the OTS; and
- request the SELCAL check.

Example 1: SHANWICK RADIO, KLM634 A-D-S, TRACK BRAVO, REQUEST SELCAL CHECK CDAB.

Example 2: GANDER RADIO, SWR126 A-D-S, SCROD VALIE, REQUEST SELCAL CHECK DMCS.
(Expect to receive the domestic frequencies).

4.5.4 Continue to use the term "A-D-S" until either the SELCAL check has been completed or the frequency assignment has been received.

4.5.5 Pilots shall submit position reports via voice unless otherwise advised by the aeradio operator. (See next section, Aeradio Procedures). To reduce frequency congestion, when instructed "VOICE REPORTS NOT REQUIRED IN (nominated OCA/FIR)" pilots should not send position reports via voice.

4.5.6 If the estimated time for the NEXT position last reported to air traffic control is found to be in error by three minutes or more, a revised estimate shall be transmitted via voice to the ATS unit concerned as soon as possible.

4.5.7 When an onboard systems failure prevents ADS WPR, or if ADS is terminated due to FANS 1/A problems:

- do not inform aeradio that ADS has been terminated;
- transmit all subsequent position reports via voice;
- if the failure occurs prior to initial contact with the aeradio station, do not use the phrase "A-D-S";
- inform Company Operations Department in accordance with established problem reporting procedures.

4.5.8 When leaving ADS airspace, Pilots shall resume normal voice communications.

4.5.9 Flight crews should not insert non-ATC waypoints (e.g. mid-points) in cleared oceanic flight legs, as it will result in transmission of unwanted ADS reports. Non ATC waypoints may prevent the provision of proper ETA data in the ADS reports required for ATC waypoints.

4.5.10 Pilots should not ask aeradio questions regarding the status of the ADS connection or whether an ADS WPR has been received. Should ATC fail to receive an ADS WPR, they will request a voice report (see Air Traffic Control Procedures, 4.2).

NOTES:
1. Aircraft participating in ADS WPR are exempt from all routine voice Meteorological Reporting (wind and temperature), requirements.
2. ADS WPR will automatically terminate after exiting ADS Airspace.

4.6 Aeradio Procedures

4.6.1 Aeradio operators shall:

- Respond to an aircraft that identifies itself as "A-D-S" by restating "A-D-S" in conjunction with the aircraft call-sign; and
- Complete the SELCAL check.

4.6.2 **During Pre-Operational Trials**, aeradio operators shall advise the pilot to make position reports by HF voice.

4.6.3 **During the Operational Trial** aeradio operators shall:

- Advise aircraft that "VOICE REPORTS NOT REQUIRED IN (nominated) OCA/FIR", and
- Issue:
  a) communication instruction for the next OCA/FIR; or
  b) communications instructions and the frequency to contact the appropriate ATS unit approaching, or over, the exit point or
  c) instructions for the aircraft to call the aeradio station serving the next OCA/FIR at a time or location prior to the next OCA/FIR boundary or exit point.

- END -